

## TEAM WORK NEEDED TO HAUL NECESSARY COAL FOR THE EAST

Railroads and Coal Administration Must Get Together at Once.

By Amedee J. Casey.  
(Editor of the American Coal Journal.)  
(Written Expressly for The Evening World.)

The outstanding feature of the coal situation at the present time is transportation.

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portation. The shortage of coal has hampered production and distribution in all quarters, being particularly felt at Eastern points. Therefore, it stands to reason that even a partial solution of the transportation problem will go a long way toward solving the Nation's wartime coal problem. Those in a position to remedy the transportation should not lose any time in getting at the bottom of the thing, for already the production is perilously below the minimum amount necessary to meet the coal needs of the day, let alone storing any considerable amount for next winter.

It is doubtful if enough cars could be built in time to be of any appreciable service for next winter's coal supply. The point then is that all available coal cars must be utilized in such a way as to get the greatest service out of them that is possible. Up to this time coal cars have been diverted on too large a scale from the coal mines for transportation of other kinds of freight, and to this factor there has been noticeable a widespread neglect to unload freight cars promptly and release them for further service. Tens of thousands of freight cars are tied up by reason of mere delay in unloading non-essential commodities. Manifestly, better teamwork between the Railroad Administration and the Fuel Administration is urgently needed.

## RAILROADS WORK UNDER OLD METHODS.

Considerable time could be saved if cars were sent as fast freight direct to tidewater points, and they could afterward separate at scales. This, it is pointed out, would save from three to five days on a car. It must be understood that at the present time on the Pennsylvania Railroad the cars separate at Derry Yard for the Western points, and at Juniata for the Eastern points.

The railroads have been working under old methods, and in all likelihood under the old regime these methods were adequate, but under the new order of things, the life of a car is of the most vital importance, and every hour saved on the car in actual use brings more coal to New York. As pointed out, we have to utilize the cars we have, and we are not utilizing them when they are standing idle any place.

Coal originating on the New York Central Railroad is loaded via fast line to Newburgh Junction and turned over to the Philadelphia and Reading Railroad. This road hauls coal to Bound Brook and then turns it over to the Central Railroad of New Jersey, which hauls it to Port Jervis or Elizabethtown. All coal for New York tidewater points should be made up in solid trains at Avis scales and hauled to destination.

## SUGGESTS A CHECK FOR THE COAL CARS.

Some check should be had on coal cars, and it should be possible for those in authority to tell each day just where the coal cars are located, and what is contained in them. When a car is not returned to the mine promptly the reason therefore should be ascertained by means of a proper check system in the hands of a properly constituted body empowered to act. As the matter now stands, there apparently is no check on coal cars. It is an admitted fact that coal cars are standing on the sidings, some loaded with coal, others loaded with various and sundry other commodities, and still others empty. How long these cars are left standing is an open question, but the fact remains that every day a car is allowed to stand on the siding means that much less coal the public will have to burn next winter.

In short, the situation calls for 100 per cent efficiency in all angles. Not only is it necessary that more coal should be mined, but it is equally important that the coal should be shipped to market during the spring and summer, when it is possible by expediting the proper foresight to keep the railroad transportation the nearest to a 100 per cent efficiency. The Director General of Railroads should issue an order reinstating Federal Order No. 2 prohibiting the use of coal cars for other than coal carrying purposes, at least during the pendency of the present crisis. This would relieve a great number of coal cars that are now being used to haul automobiles and other articles.

## COAL CARS CAN DO THREE TIMES THEIR USUAL WORK.

The Director General of Railroads

## SIXTH DIVISION MAY SOON CROSS SEAS FOR FRANCE

Officers and Men of Old Regular Army Unit Elated Over the Prospect.

Special to The Evening World.  
SPARTANBURG, S. C., June 11.—Officers and men of the 6th Division are elated over a belief that they will soon see overseas service. There is no official statement, of course. The 6th Division, which is one of the old Regular Army divisions, has made a favorable impression here. The regiment has recently been recruited to war strength from draft men and the men have had intensive training and have learned rapidly. Practically every State in the Union is represented by officers as well as men.

New colors were presented yesterday afternoon to the 24 Pioneer Infantry, formerly the 14th New York, of which Col. James R. Howlett is commanding officer. The ceremony was brief but impressive. After the regiment had been formed Brig. Gen. Guy Carleton presented the colors with a spirited little talk. The regiment stood at attention as the new flags were unfurled and the band played the "Star Spangled Banner." The christening over, the regiment

## COAL FOR AUTO MAKERS IS CUT THREE-QUARTERS

Reduction is to Begin Aug. 1, Announces the Fuel Administration.

WASHINGTON, June 11.—Cutting of coal supplies to manufacturers of passenger automobiles for the year beginning Aug. 1 to 25 per cent of the quantity consumed in 1917-18 was announced by the Fuel Administration today.

This is one of the steps in a drastic programme for a reduction of United States fuel allowed to non-war industries to meet the expected coal shortage of next winter.

There is understood to be before President Wilson now a report upon which it is proposed to base concerted action by the Fuel Administration, the Food Administration, the War Industries Board and the Railroad Administration in the matter of curtailment orders. The heads of these agencies have been in conference on the subject and early action is coordinated their efforts is looked for.

## U. S. LEADS WORLD IN EXPORT TRADE

From Third Place in 1913 This Nation Leaps to \$4,000,000,000.

From a position of third place among the nations of the world as an exporter of manufactures, which it occupied previous to the war, the United States has suddenly become the leader, having outstripped Great Britain and Germany, according to a compilation by the National City Bank. In 1913 our exports were over \$1,000,000,000.

The world's exportation of manufactures in 1913, the latest normal year in international trade, was, stated in round figures: Great Britain, \$2,000,000,000; Germany, \$1,675,000,000; United States, \$1,000,000,000; France, \$750,000,000; Belgium, approximately, \$400,000,000; Austria-Hungary, \$375,000,000; Italy, \$275,000,000; Netherlands, \$250,000,000; Japan, \$225,000,000; Switzerland, \$200,000,000; India, \$125,000,000; Sweden, \$100,000,000; Canada, \$75,000,000; Russia, \$70,000,000; and Spain, \$50,000,000.

Thus the grand total of manufactures entering international trade in the year before the war was about \$8,000,000,000, of which the United States supplied about one-eighth. The chief countries which show a marked increase in exportation of manufactures during the war are the United States, Canada and Japan. In the case of the United States the increase has been especially in material for the battle field and the use of the Allied troops, but there has also been a large increase in exports of manufactures to the neutral world—Latin America, Asia, Oceania, Africa and certain countries of Europe.

The total value of domestic manufactures exported from the United States in the calendar year 1915 was \$1,791,000,000; in 1916, \$3,537,000,000, and in 1917, \$4,019,000,000, while Great Britain's total exports of domestic manufactures in 1917 were but \$2,030,000,000, or about one-half those of the United States in that year.

passed in review. An hour or so later the regiment appeared on the drill ground with the men armed, this being the first time the men had carried their rifles. Most of the men are recruits, having been in the last draft, and have had but about ten days of training, and the rapidly with which they have learned is a matter of much comment in camp. Gen. Carleton said he did not suppose any regiment had ever made a better record in so short a time.

## CUTICURA HEALED ITCHY RASH

On Face. Got Scaly. Later Broke Into Eruptions and Blisters. Ashamed of My Face.

"My face and head broke out with a fine rash that later got scaly and itched. I had to keep scratching my face which made it all the worse, and I lost much sleep. The skin was red, sore and inflamed, and I was ashamed of my face. Later the rash broke out into large sore eruptions and blisters."

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Women's Combinations of sheer rainsook (made up and stamped for embroidering) at . . . . . 60c.

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There will also be placed on sale at this time, at equally attractive prices, a number of stamped pieces, including Children's Hats, Carriage Covers, Scarfs, Pillow Covers and other articles.

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In the extensive assortments now featured in the Trimming Department, the most desirable shades, in addition to the exceedingly smart black and white fringes, are maintained in stock, in the widths at present in demand.

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Superior Quality Cretonne

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For rain or sun, at special prices.

Women's Taffeta Silk Parasols

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Women's Rain and Sun Parasols

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\$4.95

## A Special Clearance of Imported Cotton Novelty Dress Fabrics

Together with a selection of this season's fashionable domestic weaves, at very sharp reductions, begins To-morrow, on the Second Floor.

These special items will also be available:

Zephyr Dress Ginghams

in an attractive collection of stripes and checks, at 48c a yard

Fancy Printed Voiles and

Woven Tissues, in new designs and colorings, at 28c to 50c yd.

## Novelty Silk and Cotton Foulards, \$1.00 yard

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American Porcelain Dinner Sets

107 pcs.; colored border; matt gold handles; formerly \$27.50, at \$23.00

English Porcelain Dinner Sets

107 pieces; new conventional and floral border design; formerly \$29.50 and \$5.00 per set, at \$25.00 and 29.00

English Porcelain Dinner Sets

107 pieces; new octagon shape; Royal Doulton ware; border design; formerly \$39.00 and \$3.00, at \$35.00 and 45.00

Light Cut Glass Water Sets

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